

9 aircraft would be a last minute replacement for its DASH-7 equipment. Hawaiian Airlines has confirmed that this exemption is no longer necessary; therefore, this current exemption documents the termination of the original exemption. *Termination, February 8, 1995, Exemption No. 3796A*

Docket No.: 23980

Petitioner: United States Hang Gliding Association, Inc.

Sections of the FAR Affected: 14 CFR 103.1

Description of Relief Sought/

Disposition: To amend Exemption No. 4144, as amended, which allows unpowered ultralight vehicles to be towed aloft by powered ultralight vehicles operated by individuals authorized by the United States Hang Gliding Association, Inc. The amendment would have allowed an increase to the weight limit for single-place powered ultralight vehicles, used in air-to-air towing operations only, up to 360 pounds empty weight. Additionally, this petition would have allowed an increase to the weight limit for two-place powered ultralight vehicles, used in air-to-air towing operations only, up to 496 pounds empty weight. Exemption No. 4144, as amended, stand as is; the amendment is denied. *Denied, February 10, 1995, Exemption No. 6024*

Docket No.: 26067

Petitioner: SimuFlite Training International

Sections of the FAR Affected: 14 CFR appendix H of part 121; 135.293; 135.297; 135.299; 135.303; 135.337(a)(2), (a)(3), and (b)(2); and 135.339(a)(2), (b), and (c)

Description of Relief Sought/

Disposition: To extend and amend Exemption No. 5187B, which permits SimuFlite, subject to certain conditions and limitations, to use its qualified instructor pilots or pilot check airmen in approved simulators to train and check the pilots of part 135 certificate holders that contract with SimuFlite for training. The amendment restores the conditions and limitations that existed prior to the issuance of Exemption No. 5187B, except for some minor clarifications. *Grant, February 2, 1995, Exemption No. 5187C*

Docket No.: 26302

Petitioner: FlightSafety International

Sections of the FAR Affected: 14 CFR appendix H of part 121; 135.293; 135.297; 135.299; 135.337(a)(2), (a)(3), and (b)(2); and 135.339(a)(2), (b), and (c)

Description of Relief Sought/

Disposition: To extend and amend Exemption No. 5241D, which permits FlightSafety International (FSI), subject to certain conditions and limitations, to use its qualified instructor pilots or pilot check airmen in approved simulators to train and check the pilots of part 135 certificate holders that contract with FSI for training. The amendment restores the conditions and limitations that existed prior to the issuance of Exemption No. 5241D, except for some minor clarifications. *Grant, February 1, 1995, Exemption No. 5241E*

Docket No.: 27121

Petitioner: Tower Air

Sections of the FAR Affected: 14 CFR appendix H of part 121

Description of Relief Sought/

Disposition: To extend and amend Exemption No. 5596, as amended, which allows Tower Air to provide initial or upgrade training and checking in a Phase II (Level C) simulator and allows certain experienced pilots and flight engineers who have received training in a Phase II (Level C) simulator to be B747 seconds in command (SIC) in accordance with the training and checking provisions permitted under Phase III (Level D) of appendix H. The amendment revises the exemption to permit former military pilots with large turbojet experience to be trained and checked in a B747 Phase II (Level C) simulator without receiving any training or checking in the actual aircraft. *Grant, February 3, 1995, Exemption No. 5596C*

Docket No.: 27947

Petitioner: Jet Support Systems, Inc.

Sections of the FAR Affected: 14 CFR 135.165(b)(6) and (7)

Description of Relief Sought/

Disposition: To allow Jet Support Systems, Inc., to operate turbojet aircraft in extended overwater operations equipped with one high frequency communication system. *Grant, February 8, 1995, Exemption No. 6026*

Docket No.: 27968

Petitioner: Corporate Air

Sections of the FAR Affected: 14 CFR 121.345(c)(2) and 135.143(c)(2)

Description of Relief Sought/

Disposition: To permit Corporate Air to operate without a TSO-C112 (Mode S) transponder installed on its aircraft operating under the provision of parts 121 and 135. *Grant, February 7, 1995, Exemption No. 6025*

Docket No.: 27960

Petitioner: Atlas Air Inc.

Sections of the FAR Affected: 14 CFR appendix H of part 121

Description of Relief Sought/

Disposition: To extend and amend Exemption No. 5888, which allows Atlas Air Inc., to provide initial or upgrade training and checking in a Phase II (Level C) simulator and allows certain experienced pilots and flight engineers who have received training in a Phase II (Level C) simulator to be B-747 seconds in command (SIC) in accordance with the training and checking provisions permitted under Phase III (Level D) of appendix H. The amendment revises paragraph 4.a of the conditions and limitations to require two manual takeoffs and landings instead of the four manual takeoffs and landings currently required. *Partial Grant, February 3, 1995, Exemption No. 5888A*

Docket No.: 28058

Petitioner: Blackhawk International Airways

Sections of the FAR Affected: 14 CFR 135.143(c)(2)

Description of Relief Sought/

Disposition: To permit Blackhawk International Airways to operate without a TSO-C112 (Mode S) transponder installed on its aircraft operating under the provisions of part 135. *Grant, February 3, 1995, Exemption No. 6022*

Docket No.: 27859

Petitioner: Professional Airline Training, Inc.

Sections of the FAR Affected: 14 CFR 61.55(b)(2); 61.56(c)(1); 61.57(c) and (d); 61.58(c)(1) and (d); 61.63(c)(2) and (d)(2) and (3); 61.65(c), (e)(2) and (3), and (g); 61.67(d)(2); 61.157(d)(1) and (2) and (e)(1) and (2); 61.191(c); and appendix A of part 61

Description of Relief Sought/

Disposition: To permit Professional Airline Training, Inc., to use FAA-approved simulators to meet certain flight experience requirements of part 61 of the FAR. *Grant, February 3, 1995, Exemption No. 5988*

[FR Doc. 95-5637 Filed 3-7-95; 8:45 am]

BILLING CODE 4910-13-M

#### **Notice of Intent To Rule on Application To Use the Revenues From a Passenger Facility Charge (PFC) at Albany County Airport, Albany, NY**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Correction to notice of intent to rule on application to use the revenues from a passenger facility charge (PFC) at

Albany County Airport, Albany, New York.

**SUMMARY:** This correction incorporates information from the public agency's application which were omitted from the previously published notice.

In notice document 95-4211 beginning on Page 9717 in the issue of Tuesday, February 21, 1995, on the second column, the last paragraph should read as follows:

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public comment on the application to use the revenues from a PFC at Albany County Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR part 158).

On December 22, 1994, the FAA determined that the application to use the revenues from a PFC submitted by the County of Albany was substantially complete within the requirements of Section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than March 22, 1995.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: March 1, 1994.

Proposed charge expiration date: April 1, 2005.

Total estimated PFC revenue: \$40,726,364.

Brief description of proposed projects:

- Terminal Building Renovation
- Runway and Taxiway Improvements
- Flood Management Improvements
- Air Traffic Control Tower
- Environmental Remediation
- New Interior Roadways
- Airport Studies
- Airport Equipment

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi/Commercial Operators (ATCO) filing FAA Form 1800-31.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA Regional Airports office located at Fitzgerald Federal Building, John F. Kennedy International Airport, Jamaica, New York 11430.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Albany County Airport.

Issued in Jamaica, New York on February 28, 1995.

**Anthony P. Spera,**

*Acting Manager, Airports Division.*

[FR Doc. 95-5640 Filed 3-7-95; 8:45 am]

BILLING CODE 4910-13-M

#### **Notice of Intent To Rule on Application To Use the Revenue From a Passenger Facility Charge (PFC) at Capital Airport; Springfield, IL**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of intent to rule on application.

**SUMMARY:** The FAA proposes to rule and invites public comment on the application to use the revenue from a PFC at Capital Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR part 158). **DATES:** Comments must be received on or before April 7, 1995.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Ave., Room 258, Des Plaines, Illinois 60018.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Robert W. O'Brien, Jr., Director of Aviation of the Springfield Airport Authority at the following address: Capital Airport, Springfield Airport Authority, Springfield, Illinois 62707.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Springfield Airport Authority under section 158.23 of Part 158.

**FOR FURTHER INFORMATION CONTACT:** Mr. Louis H. Yates, Manager, Chicago Airports District Office, 2300 East Devon Ave., Room 258, Des Plaines, Illinois 60018, (708) 294-7335. The application may be reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public comment on the application to use the revenue from a PFC at Capital Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR part 158).

On February 17, 1995, the FAA determined that the application to use

the revenue from a PFC submitted by the Springfield Airport Authority was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than May 29, 1995.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.

Actual charge effective date: February 1, 1994.

Estimated charge expiration date: January 31, 2006.

Total approved net PFC revenue: \$4,585,443.00.

Brief description of proposed project(s):

1. Acquisition of Miller Property
2. Rehabilitate Entrance Road
3. Acquisition of Proximity Suits
4. Acquisition of a Front End Loader
5. Terminal Building Expansion

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: On Demand Air Taxis.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Springfield Airport Authority.

Issued in Des Plaines, Illinois on February 28, 1995.

**Benito De Leon,**

*Manager, Planning and Programming Branch, Airports Division, Great Lakes Region.*

[FR Doc. 95-5639 Filed 3-7-95; 8:45 am]

BILLING CODE 4910-13-M

#### **Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Lynchburg Regional Airport, Lynchburg, VA**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of intent to rule on application.

**SUMMARY:** The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Lynchburg Regional under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

**DATES:** Comments must be received on or before April 7, 1995.